

# THE ALLARD REGISTER



## BULLETIN

*Editor:* J. P. Donick  
c/o United States Commercial Office  
U.S. Embassy BOX M  
Helsinki 00140  
Finland



*President:* Tom Lush  
*Vice-President:* Fred Wacker  
*Hon. Secretary:* R. W. May  
 8 Paget Close  
 Horsham, West Sussex RH13 6AD  
 England

*Editor:* J. P. Donick  
*Publisher:* Syd Silverman

*Board of Advisors:*  
 Tom Turner  
 Bob Lytle  
 Cyril Wick

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2Q, 1988

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# EDITORIAL

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As is reported elsewhere in this issue, our esteemed editor and Honourable Secretary is retiring from active duty as editor and the task now falls to me.

After so many years of service our editor deserves his leisure but the task he leaves is an exceedingly tough one. While sharing his enthusiasm for the marque, this writer can never hope to approach his load of knowledge or to bring to the office the experience of a long friendship with Sydney Allard. Thankfully Ray will continue to assist with the Bulletin and we will still have the benefit of his wisdom.

In moving the Bulletin we are most assuredly NOT moving the club. The Allard Register Bulletin will, indeed be printed in the U.S.A. and, for a while, be edited in the Soviet Union.

The Register, itself, continues for many years to some as a world-wide group of enthusiasts dedicated to preserving the marque, its history and reputation. It currently enjoys a renaissance on both sides of the Atlantic.

The new Bulletin will be a little different in format and provided by a group of American enthusiasts. It will continue to come to the members on a quarterly basis and will be printed and include photographs. We will try to keep the readers aware of activity world-wide and, as Ray has done over the years, to maintain a balance between the competitions activities and the many other facets of our enthusiasm.

We will also be incorporating the informal American Newsletter that has been so enthusiastically handled by Syd Silverman. You will continue to hear from Ray, and can expect regular contributions from our President. With photos, letters and restoration tips from the membership we should have a Bulletin of some value.

Ray leaves a great tradition to carry on, so a bit of healthy fear on my part is not out of place. With his help and yours it can be accomplished.

Expect a next issue in late summer.

Until then, here's to loud motor cars!

jim donick



## Party in the Sun The Grand Bahama Vintage Grand Prix in 1987

We have been hearing about the Bahamas race for the last several years and Yvonne and I decided to go and see what everybody had been talking about and let me tell you, this race is the best vacation and party that we had been to for a long time.

To get the Allard to the Bahamas, we decided to ship it with Bob Pass of Passport Transportation — another Allard owner, and this gave us a few days for the race to warm up in a proper way. So we took a trip down to the Keys to Key West, which is another continuous party located at the end of approximately 100 miles of highway, wandering from one island to another, and over many long bridges several miles in length across the ocean. Key West is a party town too, but has been honored in the past by John James Audubon, Ernest Hemingway, and Harry Truman. All were previous residents. Beautiful ocean, beautiful scenery, great people, a wonderful display of gold recently salvaged from one of the Spanish treasure ships, all were there.

After the warm-up, we went back to Miami to spend the night and catch the ferry with all of the other SVRA members for a four-hour party going across to Grand Bahamas. At this point, let me remind you that I've warned you in the past that you must read all entry information and keep up-to-date on race notices to avoid confusion. The next morning we promptly got on the wrong boat, as the right boat left from another harbor forty miles up the coast. We ended up in the Grand Bahamas okay, but nobody on the trip across knew anything about car racing. A good start to the party, though, the buffet breakfast was very good and you could get all the drinks you wanted with it. The lunch, again, was excellent, and then all of the drinks you wanted were available. On arriving in the Grand Bahamas, we located the proper boat and found the rest of our friends unloading cars and preparing for the parade from the harbor to the race circuit. Our car was still in the Passport Transporter — we were forced to miss that part, and proceeded directly to the party, the Grand Bahama race. At the race circuit, we checked into the Bahamas Princess Hotel — an enormous place, laid out around the figure eight swimming pool with a very large waterfall and its own forty foot hot tub

in the middle of the hotel. Several other hotels are in the immediate area of the track and some are on the track, as the announcing is carried out from the third floor of one of the hotels overlooking the start, finish, and paddock entrance. Also, there's a gambling casino for your pleasure in between races, as well as a shopping bazaar, a straw market for local handicraft, and whatever else you may fancy. You could buy anything from a 50 cent souvenir to very good buys on Colombian emeralds in the hundreds of thousands of dollars. Almost all of these shops and businesses were partial sponsors for the race. We picked up our creden-



*Pit Mate to our intrepid Allard team was a nice guy named "S. Moss". He's shown here directing fans toward the Allard.*

tials at the hotel, including our Bahamas license plate and the license plates were issued with our race number, which I thought was a very thoughtful touch. We also picked up our party tickets and started to get organized. The race circuit is in the heart of the shopping district and consists of a type of figure eight. The center of the figure eight is blocked by concrete barricades, so instead of crossing, you turn right. Incidentally, this is a counter-clockwise circuit and almost all of the corners are ninety degrees, and only part of them have run-off areas. The paddock area is perhaps the worst part of the whole week, as it is very dusty. There's plenty of room for everyone to set up and spread out as much as you want, and it's in between the international shopping center and the straw market too, so that's handy. The Allard was the oldest car present; the next to oldest was a 1951 Cooper MG from Kansas City. The only other Allard owner present was Gordon Keller, who was actually working during the week as a representative of Victory Lane magazine.

Another Register member present though was Rich Taylor and his wife, Jean, from Connecticut. Richard brought his 1959 Kellison J4R and his 1958 Devin. In the pit area, we finally located the J2 and found out that the transmission was locked up. This problem is familiar to all Ford transmission-based cars and happens when somebody tries to shortcut a shift, usually from first to second. Here, the problem is that the transmission tunnel and the top of the transmission have to be removed, sort out the linkage, and then put everything back together. Messy, but not too bad. After sorting out that problem and getting supplies, we begin to wander through the pits. There was an Elva pitted next to us, entered by S. Moss, and yes, it was Sterling and his wife, Susie; they were there for the entire week. To finish the name-dropping right away, Bob Bondurant, was driving in the Formula V race, Brian Redman was driving a Chevron B19, and Miles Collier was driving a Porsche 914-6-GT. A Mini Cooper went by with Prince Charles waving in the back seat. (See photo)



*Prince Charles was seen waving merrily from this car. We never saw him climb out, though Maybe the door was stuck.*

I'll leave it to the editor to sort out how many parts of the entry list he'll reproduce, but Group 4 included everything from the '51 Cooper, the Allard, Lotus, Lotus Super Sevens, Maserati, '59 Ferrari, Kellison, Bocar, etc. There was a special group of Formula Vs as this was the twenty-fifth anniversary for them, and then at one point during the week there was something called the pursuit race, which nobody ever explained to me satisfactorily what it was or how they picked what was to be in it. To confuse you further about this, I believe that four groups of us started at four different places around the track at the same time, and my group was labeled small displacement English cars, which included all of

the usual, but also a 1959 Aston Martin, 1960 Daimler, and a 1960 Jaguar. All that I can really say about it is we all had a marvelous time during the race and it furnished a welcome break for the parties. The Daimler did succeed in pulling a wheel apart. This is one of the few incidents during the week, and it is a familiar problem with the Allard group. A few comments about the race and then we'll get back to the parties. During the week, the Allard did very well but this course is extremely hard on brakes, and I found that I could only run a few corners hard and then the brakes were fading out on me. In the middle of the short course, it was more practical to run in high gear, as I could be more consistent rather than running hard in second and high and then having to slow down to allow the brakes to recover. It pays to keep your mind on what you're doing too, as at one corner, there was a corner worker that was so enthusiastic about the Allard that she was jumping up and down cheering, and when you start watching that, you can lose your concentration on the driving. After the second day, some of the corner workers looked me up and told me why the enthusiasm for the car — most of them had not seen an Allard run hard before and were not familiar with the front wheels and the handling, and apparently the radio conversation between the corner workers and the race steward went something like this:

"Corner one, the Allard's lifting the left front wheel."

"Corner two, no, he's lifting the right front wheel."

"Corner three, both front wheels are tucked under."

"Corner four, the left front wheel is up and vibrating badly."

"Corner five, no, the right front wheel is up and vibrating badly."

"Race steward, is he having problems?"

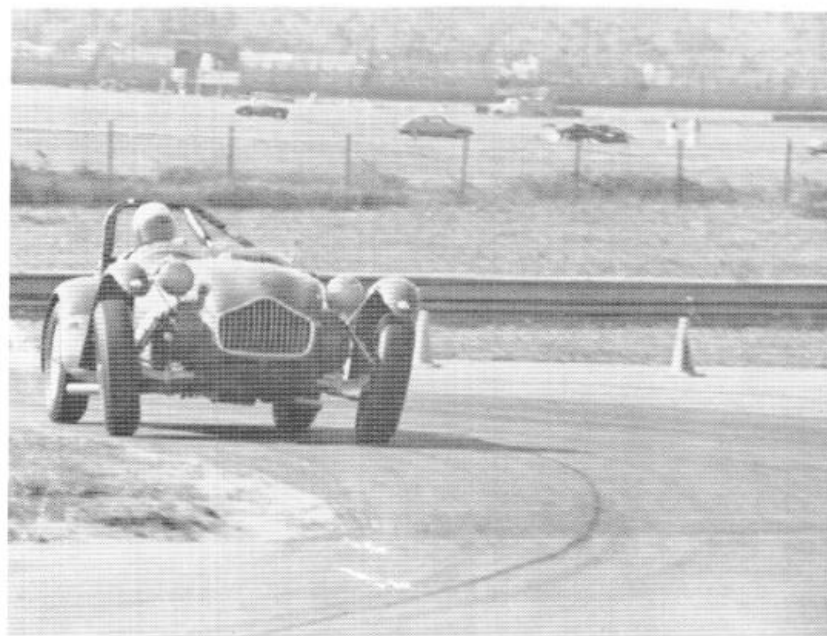
"No, he's staying on the course and looks like he's smiling."

"Corner one, the left front wheel is up again."

"Corner two, no, it's the right front wheel."

"Race steward, maybe it's supposed to be that way, so as long as he's staying on the track and still smiling, leave him alone."

As far as I can tell, that's a fairly accurate transcript of the first day's session with the Allard. The second day, everything was going well and the corner workers were getting bored a little bit, so one of them said or suggested, "Well, let's talk about the Allard again." But anyway, during the week, we had lots of comments on the handling and how much fun it was to watch the J2 corner. On the last race of the week, I was running just as hard as I could, which was fine for the first two laps. I succeeded in passing several other cars and then the brakes faded com-



*The good doctor demonstrating Allard front suspension on another day in another place.*

pletely, so I was down the escape road, turned around, and then back out to cruise at a moderate pace for the rest of the race. Now back to the parties.

We had a party every night, sponsored by a different group at a different hotel except for the one at the Bahamas Motor Sport Club. This probably holds the record as the longest party, as it continued clear through the night and into the next day's race activities. We did have a day off from the grueling race schedule, and one of the local grid workers, Tony "Macaroni" Hanna had arranged for us to charter a cruiser and several of us went out for a day-long cruise, and some local beverage known as a "Bahama Mama". I think it had some rum in it, but it was dissolving part of the glasses, and the five-gallon coolers that they had it in by the end of the day. Special entertainment during the cruise was provided by one of the Passport truckdrivers. He was getting married that evening as part of the celebration. He was marrying another truckdriver, who also worked for Passport. Don't get the wrong idea, she's about 5'2" and very pretty. But anyway, the cruise proved a very nice bachelor party, just about as wild as most bachelor parties, and for once there were wives along to join the festivities. The groom managed to sober up enough to get his tuxedo on and the wedding was very nice. They had left their Mini out in front of the hotel and since it was a very pretty light brown, some of his friends furnished large black marking



pens and everybody signed the car as we came out of the hotel. At the end of the week, a formal victory banquet was held and in the spirit of the week, the trophies consisted of ceramic figures of a Bahama policeman filled with some delicious rum. That reminds me, I think you really would have had to work at getting arrested during the week, as the police usually stop other traffic to allow us to go through any intersection. You remember, I said that we got our own license plates to drive on the street. The only requirement was that there had to be a license on the car. It didn't require headlights, mufflers, windshields, seats, or anything else. The Chevrons learned to slow down after one of them hit a slight dip at speed and rolled part of the front end under the car.

During the week, there was a formal welcoming ceremony which stopped all of the traffic on the main road through the shopping area attended by all the local dignitaries as well as the contestants in a Bahamas Princess beauty contest. Another day was consumed by a concourse at one of the beach hotels. Lifestyles of the Rich and Famous was there filming that, and Stirling Moss as well as Lou Diamond Phillips, the star of La Bamba, who happened to wander through. The beauty contestants were judged as part of the concourse festivities. Now, we had all the cars cleaned and posed very nicely. I persuaded Sharon Cunningham, who happened to be wearing a red bikini that exactly matched the Allard's color to pose with my car. Sharon is rather pretty and the bikini fit very well, and while we were taking the pictures, several people stopped to admire the Allard. One of them happened to notice Sharon posing and made the comment that "she could work on my car anytime", whereupon we all applauded and immediately voted Sharon Cunningham as the Allard mechanic of the year, 1987. I guess from this point on, we'll need to consider Sharon an Allard person.

About the only complaint heard during the entire week was that of one of the SVRA officials who complained about the "bad ice" that he was getting in his drinks at the parties. The bad ice caused him to be confused during the latter part of the evening and he felt was giving him headaches and a sick feeling the following morning.

After I returned home, we received a letter from SVRA written at the request of the minister of tourism asking for any complaints that we had during the week or suggestions so that they could make next year's race better. This was typical of the attitude of everyone during the week. Everybody in the islands was extremely friendly, fun to be with, and doing their best to see that everybody had a good time. All in all, it was a good race, but a better vacation and party and I hope that somebody takes an Allard next year so that I can volunteer to crew for them and have a reason for another great vacation.

Tom Turner

# *The New Register*



With the passage of time, changes become inevitable and as the older generation makes way for the young, in club life as well as in industry, new names appear, new duties undertaken, but the work continues as before.

The essential difference is that most club members, be it flying, tennis, or motor, etc. give their time and experience voluntarily, prompted solely by enthusiasm for their particular interest. Some duties are light and make little demands on time or personal involvement, others require more concentration and effort and in this category none is more time consuming than the editorship of the club magazine.

The Allard Register has been the sole and almost unsupported work of Ray May for many years and I am sure that it is with a feeling of regret that he now hands over the responsibilities for its continued production to Jim Donick, although keeping in touch by remaining as Hon. Secretary.

Ray joined the Allard Owners Club in 1954, a few years after its formation, and shortly afterwards was voted into the position of Hon. Secretary. He carried out these duties for a long time until a growing clash of personalities within the committee made his position untenable and he resigned in order to start the Register.

Jim Donick will be known to the American owners as the deputy editor of the VSCCA Newsletter and to those who have seen him racing his Caddy powered K2 — a most unlikely car which goes in a most unlikely way!

He travels extensively for his company, and is at present based in Moscow — surely the most distant base for an Anglo/American publication, but with Syd Silverman in New York undertaking the printing and distribution and Ray May gathering English information in Rural Sussex, I am sure that their combined contribution will ensure success to the future of this New Allard Register.

Tom Lush

# LETTERS

Mr. Jim Donick  
5 Mary Road  
Milford, Mass. 01757

Dear Jim,

Enclosed are some photographs of the wheels that we had made for the K-2. Both myself and George Meyers of La Crescenta, have K-2's and we had these 5½ by 15 inch wheels made up for us here in Los Angeles.

Apparently the center section is from a jeep or some such thing, we had new rims welded on and trued up so that there are no "wobbles". We then purchased a "street tire" from Hoosier that is a bias belt and runs what appears to be a very standard tread, however the composition is quite sticky.

I have run these wheels now on about three different occasions such as Laguna Seca, Del Mar and Riverside and I've never had any problems with them. You might know the older tires I had were 16 inch with some radial Pirelli's on them and they were quite erratic.

Anyway I thought you would be interested in these snapshots and I've also included some from the Palms Springs race.

Drop me a line and tell me of your current exploits when you get a chance and hopefully we'll get to see each other sometime soon.



Cordially,  
Jim Degnan

Jim Degnan's new wheel. It's one of several approaches to the demise of the Allard "Easikleen". More in future issues.

Glebe Cottage  
Nr. Exeter  
Devon

Dear Ray;

Just a line to let you know that we have returned home (none the worse) from doing the "Monte Carlo" and the "Cuppa della Alpine". What an experience!!

The kindness and help we received from just about everyone we met was a tonic and I put it all down to the fact that it is such an impressive (and ENGLISH) car.

Considering that this was the car's first real proper trip in its 40 year life. I think it performed remarkably. Admittedly it had an awful lot of time spent on it beforehand. But you never really know if you're doing the right things or not until the crunch comes. . . We had the dynamo pack up 50 miles from home and a water pump half-way round — but we had spares of both and I lived to tell the tale. In fact, we were third in class (of 4, whoops!) in the "Monte" and 93rd out of 228 in the Alpine. I am delighted with the results as 2 weeks before we left there was doubt as to whether we'd even start.

I could bore the socks off of you by telling you about all our experiences. (pls. do! ed.) But I'll save it up until you come down to Devon. We've been promised some pictures and they should be worth seeing as well.

Best wishes to you both,  
Kate Manley Tucker

Maybe we can prevail on Kate to share some photos for the next issue. . . . .? jpd.

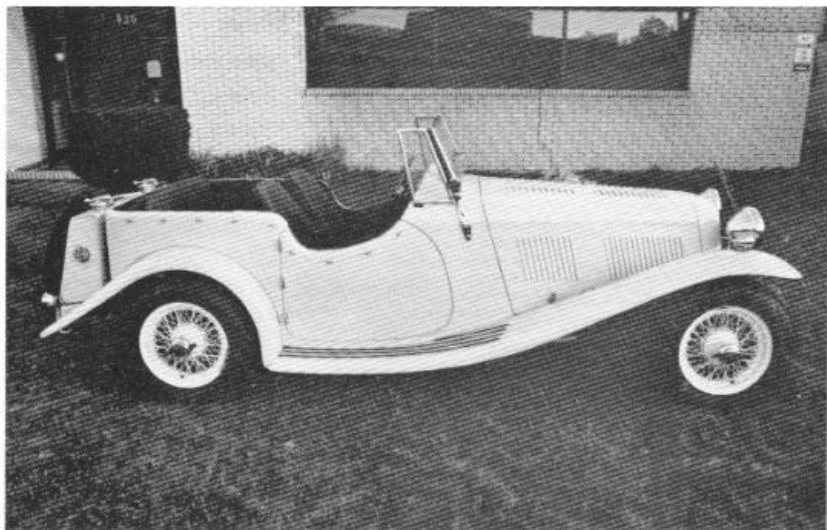
Box 54  
Thornton, PA. 19373  
April 18, 1988

Dear Jim,

Just a brief note to let you know that I've purchased a 1939 Allard tourer from John Aibel in New Jersey. It was formerly Sidney Allard's father's car with registration no. EXH455 and serial no. AM8. The car, now fitted with wire wheels, is shown in Tom Lush's book on page 29. I would be interested in any history of this car that is available other than brief mentions in the Lush & Kinsella books on Allard.

Hope all is going well with you.

Pete McManus



Fresh from John Aibel to Pete McManus, a very rare beastie.

## A Bit of History: "Mudlark to Manufacturer"

### The Beginning of the ALLARD

by Mike Glark

Sidney Allard's entry into motor manufacture was no studied commercial enterprise backed by market surveys, stylist's sketches and discounted cash flow evaluation. He just made a car for fun — then found it would sell too.

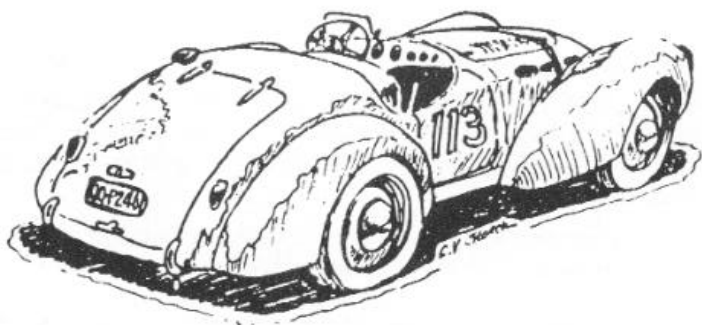
Mud was the reason for the Allard. Trials in England meant man and motor against mud. In the twenties and thirties, cars and roads were good enough to take the kicks out of mere road events so the British took to the fields and invented the trial, a hellish ordeal by rock, hill, water and mud. By 1935 the experts were divided in their choice of machinery. Some went for hotted up ultra low geared versions of small sports cars like Singer, Austin Seven and MG Midget, while others like Allard went for sheer power instead. The Allard Special was only one of many trials cars based on the Ford V8 and at least one other, the Batten Special, later formed the basis for a production car.

Sidney Allard was an enthusiast far more than a motor tycoon. He always had some special project on the go, from the original trials car through the Steyr Allard hillclimber to the dragsters of the sixties. The first Special just grew. It started life as a Ford V8 built for the 1934 Tourist Trophy Race. Sidney ran it in trials in 1935 and it really became an Allard in 1936 when the old body was replaced by one from a 3.3 litre Grand Prix Bugatti previously belonging to Earl Howe. The chassis was shortened (but not enough to make the Bugatti bits fit properly — when it first appeared the hood did not quite reach the radiator). Bugatti also supplied the steering box, which linked up to a divided front axle conversion. It was strictly utilitarian, hairy and unkempt, but it began a tradition carried on by the postwar Cadillac Allards and the AC Cobra.

From 1936 to 1939 Allard Specials were highly successful in trials. The first car was followed by a series of 11 more before the war, and several were used for trials. Three of them, driven by Guy Warburton, K.N. Hutchison and Allard himself, formed the famous Tailwagger team to compete with the Cream Cracker and Musketeer MGs and the Grasshopper Austins.



The original Allard Special had a very tough life, being hammered weekend after weekend in trials, even turning upside down on one especially vicious hill. It lapped Brooklands track at 103 mph but suffered from overheating, and had a go at climbing Ben Nevis, Britain's highest peak.



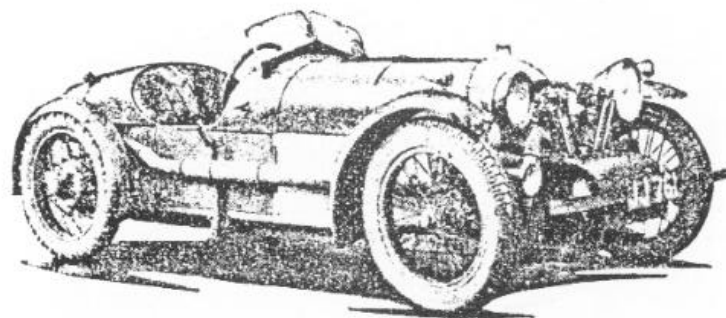
In July of 1937 the Autocar announced that the Allard Special (all pre-war Allards are Allard Specials, post-war Allards were known simply as Allards) was to be built for sale. The article described a white two or four seater with cycle fenders. This was the first production Allard Special.

One Allard Special was built especially for Sidney's father and was different from the others in that the engine was set much farther to the front to provide more room in the body. A close-coupled four or five seater with deep footwells for the back passengers, it even had running boards when it first appeared. These were removed when, inevitably, it took to the hills.

The Allard Special does not fit in with the accepted tradition of the classic or thoroughbred car. For one thing, the finish and style of most of the dozen cars built were functional in the extreme, only the last three achieving any real elegance. To be fair this was the last thing Sidney and his customers had in mind, and the cars clearly did just what was asked of them in their specialized field of competition. The Allard Special is not like any of the other well-known Anglo-American hybrids of the thirties. It didn't try to ape the European sports or luxury models like the Brough or Railton, nor did it have the high finish of the Jensen. It was built just how Sidney and his friends like it, and why not?

## A "FOUR-WHEELED MORGAN"

### An Interesting and Novel Conversation



*The Allard Special has distinctly imposing lines, and, although still in somewhat of an experimental form, has a workmanlike appearance.*

After two years of experiment and really hard work a cyclecar enthusiast—Mr. S. H. Allard, of Keswick Road, Putney—has brought to fruition a pet idea which he has had in mind for years. It is what can best be described as a "four-wheeled Morgan."

By that we mean that various parts of a Morgan are utilized, such as engine, radiator, front suspension and portions of bodywork, but the rest of the car has been built from components of many makes.

The result, as can be seen from the pictures on this page, is a distinctly pleasing car, which, incidentally, is capable of a very fine performance, and holds the road like the proverbial leech.

The chassis frame consists of two straight channel-section members, cross-braced at four points. This frame is carried well below the wheel centres.

At the front end there are cross-members as on the Morgan, and between the extremities of those are carried the axle pins and helical springs; these are controlled by Newton hydraulic shock absorbers.

The rear suspension is by means of eight transverse quarter-elliptic springs after the manner of the f.w.d. B.S.A., and a large Hartford friction shock absorber controls each set of four. It will be seen that all wheels are independently sprung, and this makes the car ride most comfortably over very rough surfaces.

A pronounced crab track is used, the front being 4 ft. 8 ins. and the rear 3 ft. 10 ins. The wheelbase is 7 ft. 6 ins. and the overall height, to the top of the small glass screens, is only 3 ft. 7 ins. In spite of its low build and squat appearance the car has a ground clearance of 5 ins.

The engine is an 8.50 h.p. o.h.v. water-cooled J.A.P. and is, in fact, the actual unit which Mr. Allard used on his Morgan which from time to time has done very well at Brooklands. It is a highly tuned unit and has very good powers of acceleration.

An additional flywheel is mounted just behind the crankcase, and from this a short shaft takes the drive to a Moss four-speed-and-reverse gearbox. The "clutch housing" of this is bolted directly to a square steel plate, which forms additional strengthening for the frame.

Behind the gearbox the propeller shaft is guarded by a tubular casing where it passes between the driver and passenger. The shaft has Hardy disc joints at each end. The rear drive is very interesting and reflects great credit on Mr. Allard and those who have helped him to build this car.

The spiral-bevel housing is mounted direct on to the chassis, and from it run two short shafts, in which are incorporated Austin Seven mechanical universal joints. On each side of the casing there are two external-contracting brakes which were taken from a Chrysler. The front wheels have Morgan brakes and the pedal operates on all four wheels. The brake lever acts on the front wheels only. The rest of the controls are quite normal and the gearbox has a clever type of remote control.

The bodywork has attractive lines, but is, of course, at the moment still very much in experimental form. The tail is taken from an Aero Morgan, and in it is carried a large battery.

Starting, incidentally, is carried out by a Lucans dynamotor taken from a Morris car. This is connected to the clutch shaft by an inverted-tooth silent chain with positive lubrication. The space under the bonnet is used for the fuel and oil tanks, and the fascia-board is a mass of instruments.

The car is a very fine effort and readers will have a chance of seeing it perform in the London-Exeter Trial which starts tonight.

*"The Light Car and Cycle Car" December 30, 1932*



## WHIMSEY RACING



Under the Patronage  
of  
Lord Peter D.B. Wimsey